

VOLUME VII.

DAILY SENTINEL.
BY TELEGRAPH.

Reported for the Milwaukee Sentinel.

By the Oglebay Line.

Washington, Dec. 29.

SEWARD.—Mr. Seward presented a petition of the Industrial Congress of New York that the government adopt his policy with regard to foreign nations, which will pass as well as seem to the People struggling for liberty, justice from other nations. *Adv. G. C.*

Mr. Walker said that some apprehension existed in the public mind as to the object of his resolutions on the foreign policy of the United States and moved their printing. Agreed to. The joint resolution concerning the Irish patriots and also in reference to Abel Kader were passed.

The resolution making land warrants assignable, taken up and amendment proposed after which the subject was referred to committee on public lands.

Mr. Foote's compromise resolution was then taken up. Foote was then speaking.

New York, Dec. 29.

The Europe has been reported to Halifax. The Europe will not get the news until to-night.

By speed line.

Arrival from California.

675,000 in gold.

INTERESTING NEWS.

New York, Dec. 13.

The steamship *David Weller*, from San Juan, Nicaragua, arrived this morning at a quarter past 12 o'clock. She brings dates from San Francisco of 26th inst., and 30 passengers, \$57,000 in gold dust, on credit, and \$60,000 in the hands of passengers. She sailed from San Juan on the 9th instant, and touched at Havanna. She landed 120 passengers there, and about \$30,000 in gold dust destined for Charleston. She brings the passengers that were brought down by the *Gold Hunter*, which left San Francisco three days earlier the mail steamer *Northerner* for Panama, which latter vessel had 160 passengers and \$175,000 in gold, en route, besides, large sums in the hands of passengers.

The *David Weller* left Havanna on the 14th instant, and the *Gold Hunter* on the 15th. The *Gold Hunter* will get the steamer *Philadelphia*, and the United States steamer *Delta*.

The new from California is interesting. The number continues favorable.

Short Note.

Half-breed Indians have been shot at the San Jose camp, near Sacramento, by a party conducting chiefly of Mexican Indians. The Vigilance Committee of Sacramento have acted in the matter, and made several arrests. The last report states that the Sheriff had died of his wounds.

Several other Indians have been committed, in the vicinity of Marysville, and Sacramento, by Mexicans.

During the last fortnight, there has been a moderate business doing. Prices remain about the same as on the 1st instant.

For 11 or 12 in small quantities for home consumption, prime flour, \$1.12. There is no speculative feeling of any kind in merchandise. Holders are unwilling to make any concessions.

Shippers from the Atlantic States are expected now to be small, the emigration is so large. Goods are shipped in moderate quantities from Oregon.

A shock of an earthquake was felt at San Francisco, on the evening of the 25th Nov.

SAN FRANCISCO.—Advices have been received from Sandwich Islands, of Oct. 25. The King has appointed the 16th of December, as a day of Thanksgiving.

A revolt took place among the prisoners at Honolulu, on the 22nd of October. The prisoners, after making their escape, broke into a magazine, and got possession of arms and ammunition, leading the large guns in their muzzles, and pointed them upon the town.

The prompt and energy of the Marshal and Sheriff, soon quelled the revolt and the ring-leaders being placed in irons, the fans of the populace will perish from cold.

THE large numbers at the mines had been devoured by the rains, and are seeking winter quarters in San Francisco. The rains have flooded the valleys and streams in the lower portions of that city.

BY THE OGLEBAY LINE.

Particulars of the loss of the *MAYFLOWER*.

Cleveland, Dec. 19.

At a meeting of the passengers on board the *MAYFLOWER*, after her week, the following resolutions were adopted:

That, through Providence, we have escaped from a sudden and fearful death; that we feel, in the grateful emotions of our hearts, that a simple statement of facts is due from us, that justice may be rendered to those by whose exertions we were rescued.

We left Buffalo at half past ten o'clock on Monday evening. The night was clear although cold, and wind fair to the Northwest; and about 12 o'clock it changed to the Southwest, and at 1 o'clock we met the full force of the gale.

And such a gale was never felt on this or any other water. The cold was most intense, the water being warmer, the storm arose from it so that we were shut in with the wind, the water and the land half past three when the storm became so furious, and the ice was closing in such quantities toward, that it was no longer safe to stand. We then turned and ran down the lake before the gale until 5 o'clock, when the captain, being fearful of getting too far down, again turned and stood up the lake under easy sail, fearing that it would soon clear up, and gave us some land back, but the wind packed more closely around us, while the storm of rain and snow increased.

Then commenced the anxious duties of the captain and crew. Through all the dreadful day and night Captain Van Allen and his mates kept the deck. Neither the storm nor the intense cold drove them from their posts. Covered with ice, and with their hands and feet frostbitten, yet undaunted, they met every emergency with that coolness, courage and skill to which, in the end, we owed our lives. An instant of indecision at times would have turned us into eternity.

About 5 o'clock on Tuesday morning, a heavy sea stayed the boat, parted herudder chains, she broached to and laid at the mercy of the waves, which seemed to strike with the force of rocks, hard against her. The second part set her, laid her end to end, and for 5 hours she lay pounding in the troughs of the sea, it making a clear breach through her gunwales. We believe every sea would break in her lower works, her lower gunwales under water. Her hinged door gave way under her, and the mast cracked, and then, finally her gunwale, owing to the ice, which covered the ropes so fast, as they were exposed, was a work of time and severe suffering.

The mate and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The engine and crew took their fingers. Now we were only able to bring the rudder about 21/2 feet. My first mate, took his stand at the steering tackle, and working it with chains above him, she was now brought against the storm to the Southwest.

It was now 1 o'clock, and the gale had increased to a hurricane. Still shut in by impenetrable mists, a heavy sea struck the boat and carried all away her hinged smoke-pipe, and nearly all fastenings. The Captain was prompt to meet this new emergency. A man was stationed with his hand which was attached to the engine ready to play on the first appearance of fire, which he stood until we calmed him no longer.

The

